

effect of the wind was much greater than in the parts of the State farther south. The snowfall ranged from 2 to 11 inches in this area. The combination of pole and wire destruction and heavy snow greatly disturbed transportation of all kinds. The snow drifted in places. Electric lines had the snow and broken poles and wires to contend with, and steam lines also impeded by the snow, were unable to dispatch trains on account of lack of communication facilities. Trains, in some cases, were dispatched by radio. Passengers were marooned over night in interurban cars, and in the cities street car service was suspended. Some trains on the steam roads were canceled, and at Marengo the interurban line did not resume operations until the 28th. In Chicago street-car and steam transportation were considerably hampered by the snow. In the western part of Carroll County telegraph poles were torn out and the tops stuck in the ground with the butts up.

The Chicago, Burlington and Quincy Railroad sent out about 150 miles of wire to repair damage. A good idea of the effect and extent of the storm is given in the following report furnished by the Illinois Bell Telephone Co., the leading telephone company in the State:

We had around 6,000 poles down and we expect the total cost of restoration will be something in the neighborhood of \$350,000. In addition to the pole damage there was, of course, much damage to wires due to their breaking on account of accumulated snow, and wind, and also on account of tree limbs falling on them. The principal damage occurred from the west limits of Chicago to the general neighborhood of Rockford and extended, with less severity, from there to Rock Island and Galena. In this area there was a great deal of wet snow which

froze on the wires, and very heavy wind. We also had considerable trouble due, however, entirely to the wind pressure in the area around Decatur and extending as far south as Nashville, but the damage was in no way as serious as that in the northern part of the State. We have no definite data as to the extent of the damage suffered by other wire using companies, but we know, in general, that the rural telephone lines of the companies connecting with us in the north end of the State suffered severely.

The storm was so widespread that it is next to impossible to secure an accurate estimate of the money loss, but considering the information at hand it is probable that the loss for the entire State was in the neighborhood of \$800,000.

With the greater part of the snow still present to hamper the work of restoration, an additional fall of 3 to 11 inches occurred from the 14th to 16th. There was little drifting, but the street cars at Rockford were again put out as the tracks were frozen solid with ice. With most of the accumulated depth of the 16th still on the ground, a third storm within a period of eight days occurred on the 18th. This storm produced an additional amount of 2 to 8 inches, the total depth on ground at Freeport being 25 inches. The storm of the 18th was of the blizzard type, with strong winds, much drifting, and rapidly falling temperature. By the following morning the temperature in northern Illinois was well below zero. Passenger trains were many hours late. Some freight trains were stalled and others were annulled. Highways were badly blocked for several days. The week of March 11 to 18, 1923, will remain fresh in the memories of the people of northern Illinois for a long time.

TORNADO IN TENNESSEE ON MARCH 11, 1923.

By R. M. WILLIAMSON, Meteorologist.

[Weather Bureau, Nashville, Tenn., Apr. 25, 1923.]

Destructive winds occurred over most of the State during the night of March 11-12, in connection with a storm of unusual intensity centered over Missouri at 7 p. m. of the 11th. The severest part of the storm in this State was felt in the western counties about 8 p. m., in the central portion about 10 p. m., and in the eastern portion after midnight. At Nashville, and probably at most other points also, most of the damage was done within a period of ten minutes, or less, when the wind attained its highest velocity. During this period there was heavy rainfall and a vivid lightning display. Instead of the usual series of local thunderstorms, or tornadoes, that strike here and there within the most active portion of a barometric depression, there was in this case what appeared to be a wave or crest of wind of almost hurricane force that advanced eastward across the State, including all portions in its sweep but wreaking its fury mostly in the western and central portions. At the time of this crest the wind shifted from southeast and south to southwest and continued from that direction during the following twelve hours or more.

In two of the western counties the wind assumed the form of a real tornado of serious character. Its path was rather more limited than usual, being from 200 to

400 yards wide and not over 15 miles long. The destruction of human life was unusually heavy, considering the small extent of the storm. This was due to the fact that two villages lay in its path, namely, Deanburg, Chester County, and Pinson, Madison County, about 10 miles apart. The latter, a village of about 500 inhabitants, was almost a total wreck. At Deanburg 2 persons were killed and about 20 injured; at Pinson 17 or 18 persons were killed and some 40 or 50 injured. The property loss included the school building, two churches, 60 or more dwellings, many barns, outhouses, fences, etc., and about 60 head of stock, a total damage of approximately \$100,000. The tornado originated at or near Deanburg, extreme western Chester County, at 8 p. m. and traveled rapidly northeastward to Pinson, in the adjoining county, passing there about 8:10 to 8:15 p. m. It was lost sight of three miles northeast of Pinson, having traveled a distance probably not exceeding 10 miles. Since it occurred at night and in the midst of a general windstorm of unusual severity, there was probably very little observation of the appearance of the storm clouds, and hence no accurate description of the approach of the storm is available.